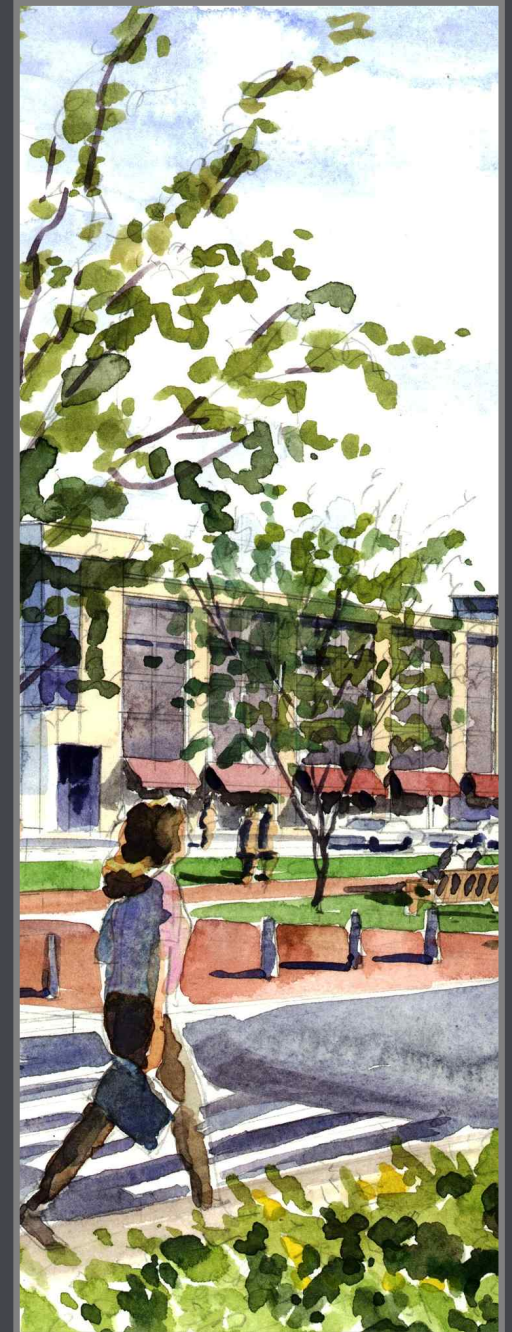


Making TOD Work in Boston Applying US Best Practice

GB Arrington

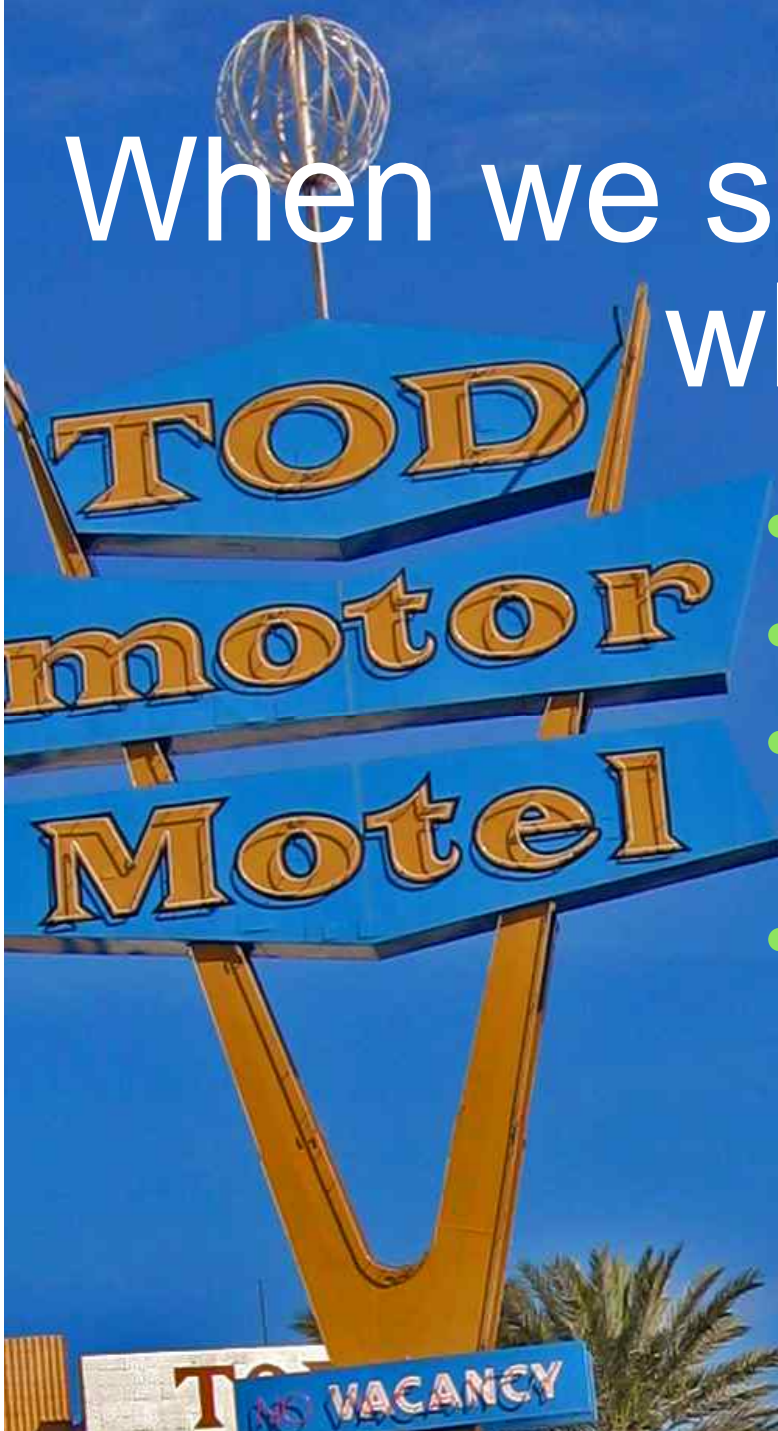
arrington@pbworld.com

pb
place
making

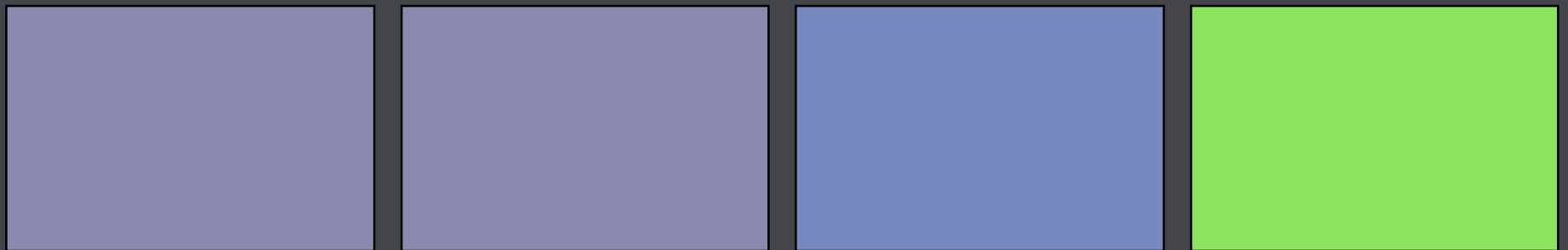


When we say TOD . . . what do we mean?

- A 5 minute walk to everything
- Development shaped by transit
- Close to home, office, shopping and civic spaces
- A place where transit greets special places



Transit-Oriented Development



Orenco Station

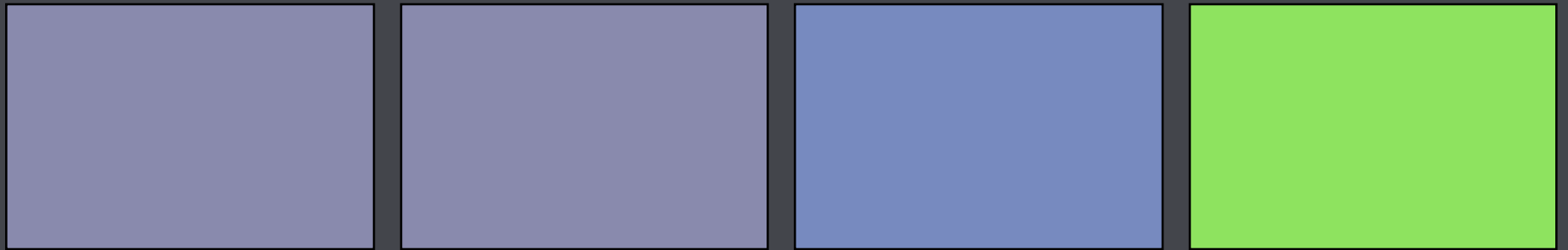
Fundamentals
for TOD
. . . a great neighborhood

- Safe streets
- Strong center
- Local services
- Parks & open space
- Housing choices
- Good jobs

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Planning matters



Keys To TOD Success

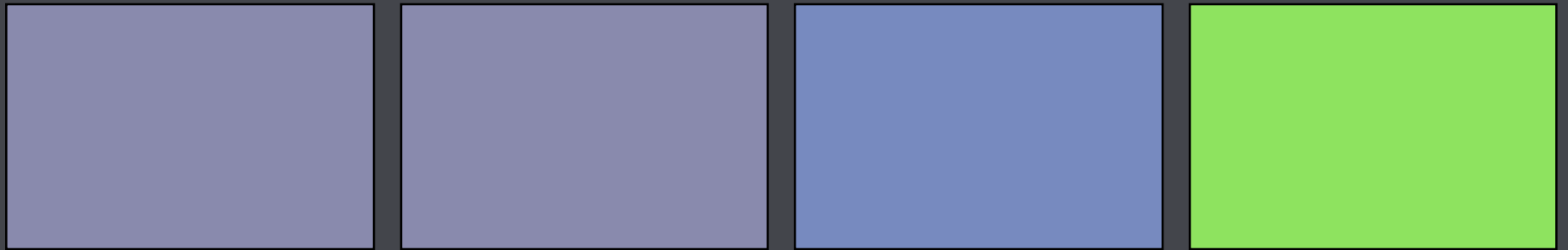
- Get the planning right
- Apply the power of partnerships
- Plan a district, not a few parcels
- Market driven, not transit driven TOD
- Design for the pedestrian



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Tysons Corner Comprehensive Plan, VA

Link to a broader strategy



Link to a Broader Strategy

*TOD as “means to an end”
to achieving community objectives*

- Part of community's vision for growth
- Basis to gain greater broader support & success
- More than transit
- Building partnerships essential



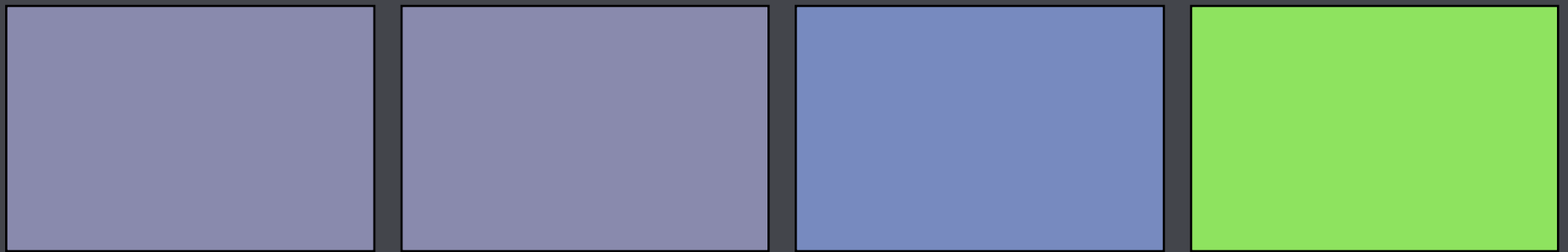
State Center TOD Strategy,
Baltimore MD

Arlington Heights IL.

- Revitalized Downtown
- New Metra Station
- Performing Arts Ctr
- Structured Parking
- Main street retail
- High Density Condo's
 - Retail below
 - Selling Chicago in the suburbs



Make it legal

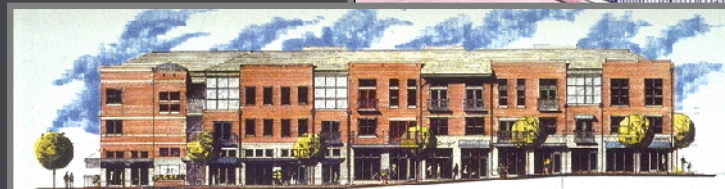
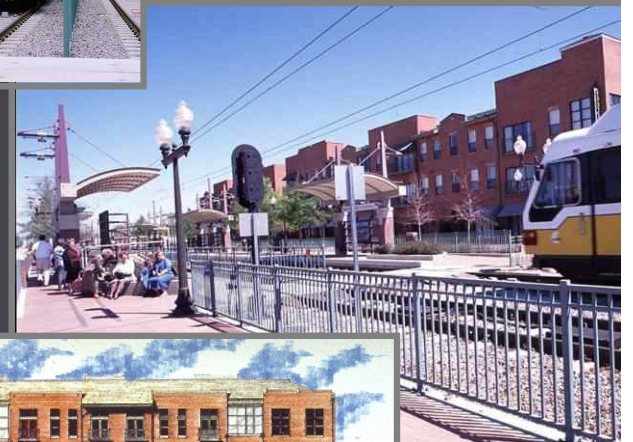


Eastside Village Plano TX

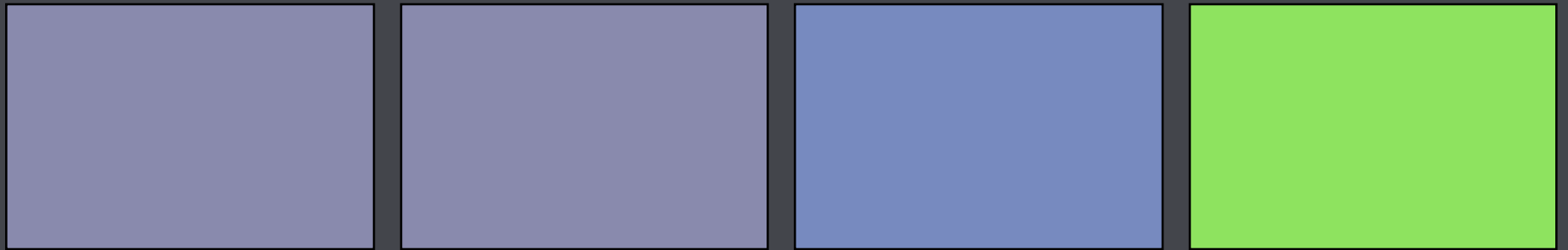
Station and TOD
linked by a plaza

- City assembled 3.6 site & issued RFP
- Up zoned to 100 DU acre, 234 units
- 5 levels of parking
- \$17.7m project
\$2m public investment

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TOD works at many scales

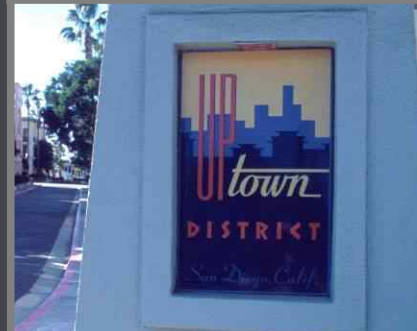


TOD Typology: a range of scales for successful TOD



Uptown San Diego

- Former Sears store
- 14 acre Bus TOD
- 318 units / 42 DU acre
- 145k grocery store / main street retail / office
- City owned site



Tysons Corner, Virginia

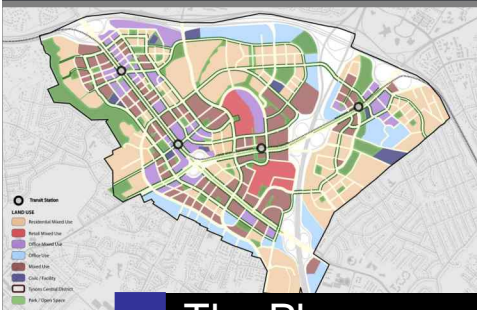
- The original “edge city”
 - Equivalent of 12th largest US downtown
- Sprawl on steroids
 - 44m sq ft development – 120,000 jobs
 - 40m sq ft parking

From suburban apocalypse to an active vital place?



Suburban Transformation

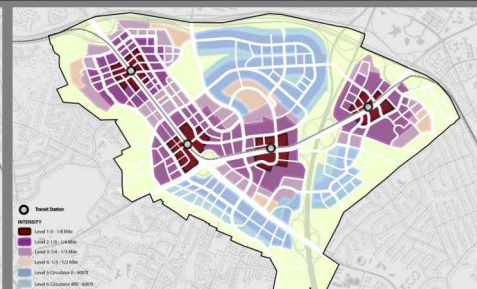
- Unlocking growth w/ transit
- 95% growth near transit
- +80,000 jobs +100,000 residents
- Indicative numbers:
 - 160% more growth
 - 11% more congestion



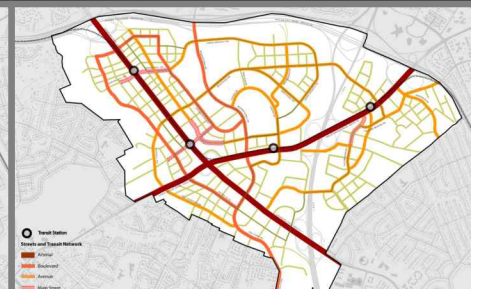
The Plan



Green Network

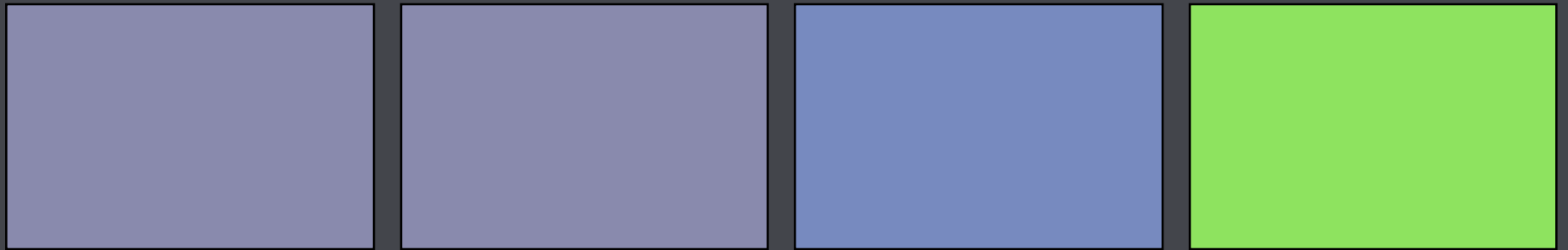


Metro TOD



Transportation

Follow market fundamentals



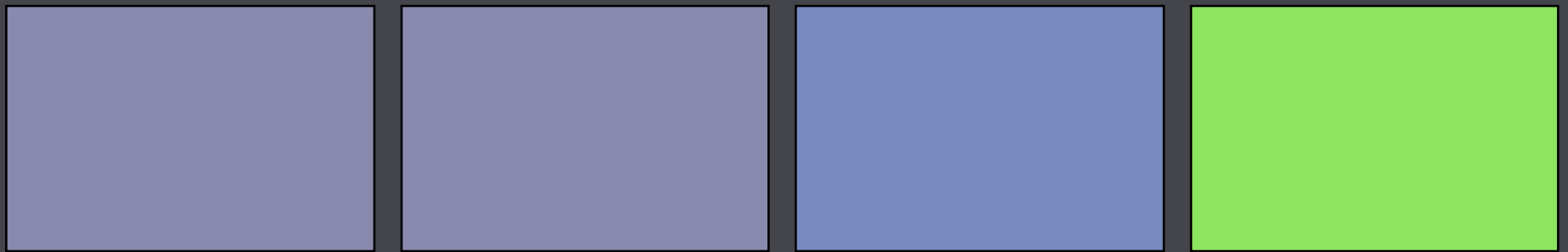
Market Common Clarendon, VA

- US Best practice
 - 240k retail
 - 100k office
 - 300 apartments
 - 87 townhomes
- Opened in Nov '01
 - 100% leased
- Worked closely with neighborhoods

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Plan a district



Pearl District Portland

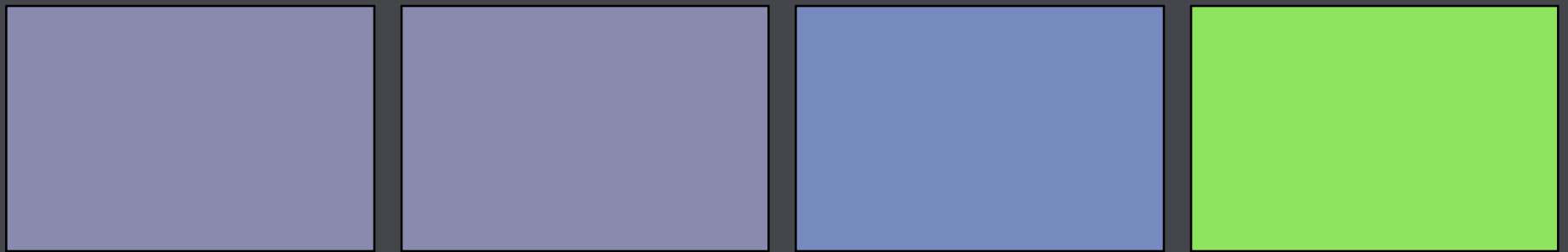
Former rail yard & warehouses

- Public & private development agreement
 - Housing
 - Infrastructure
 - Parks
- Development since 1997 \$750m+
- 2700+ units built
- 131 units per acre minimum density

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Right size parking



TODs create less traffic

- TOD residents are:
 - Twice as likely not to own a car as US Households
 - 5 times more likely to commute by transit than others in region
- Self-selection:
 - Responsible for up to 40% of TOD ridership bonus



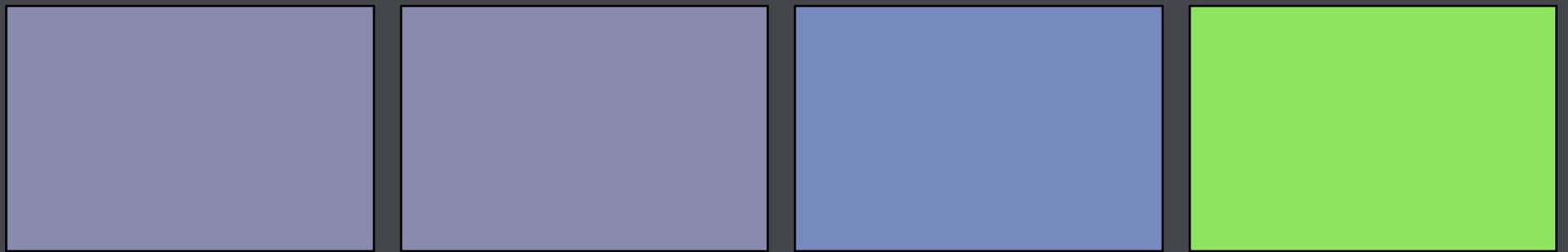
TOD housing generates 50% less traffic than conventional housing

ITE Trip Manual
6.67 trips per unit

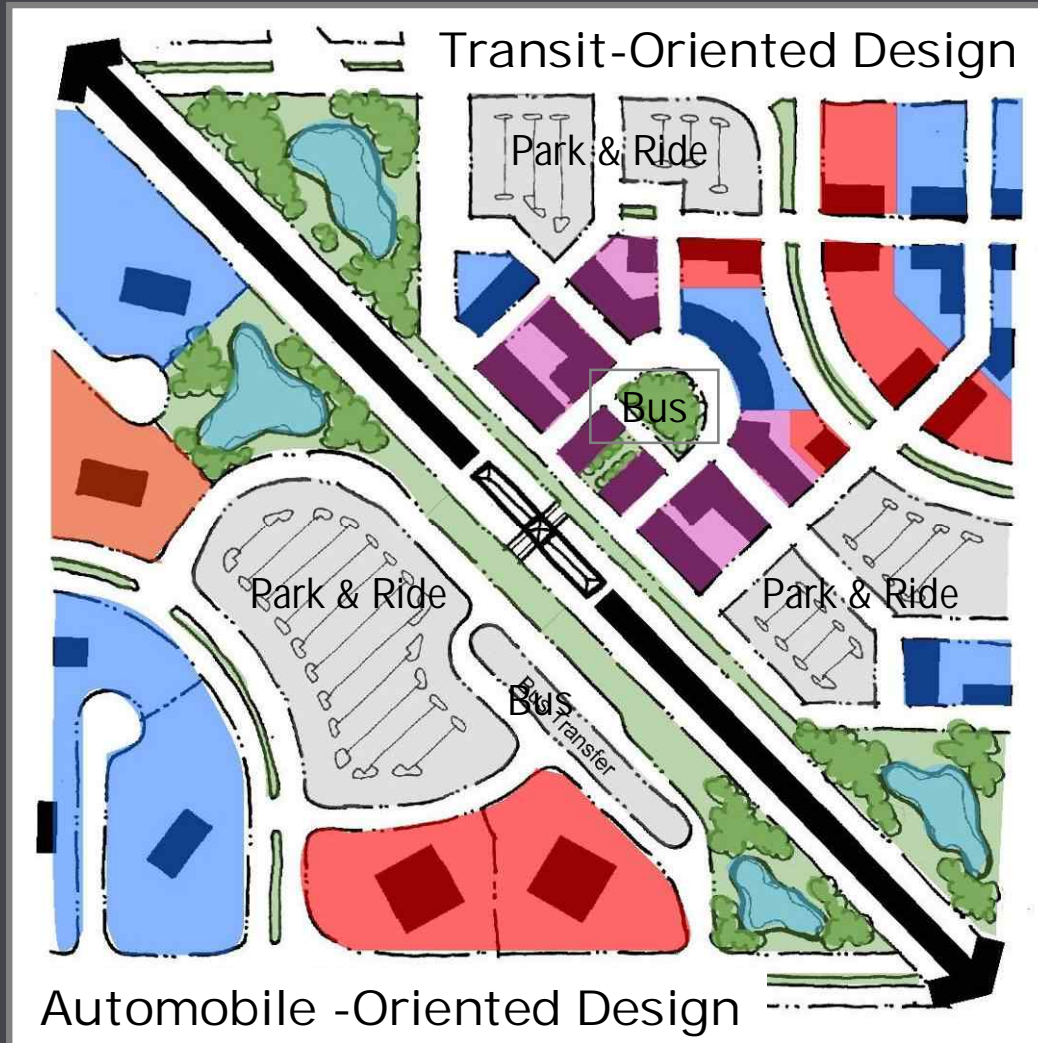
Detailed counts
of 17 residential TODs
3.55 trips per unit



Transform transit



Auto or Development Oriented?



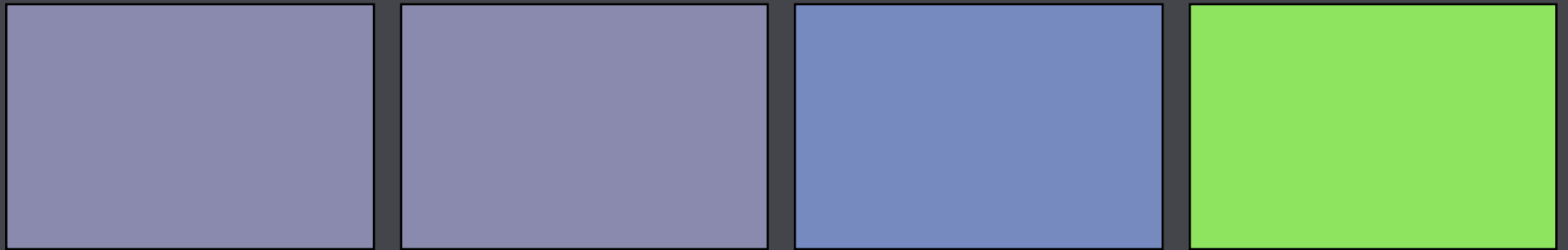
- Both designs:
 - Same land uses
 - Same transit
 - Rail station
 - 800 Park & Ride
 - 12 Bus Transfer
 - Same cost
- One encourages TOD at the station
- One separates the station from the community

Retrofitting Conventional Design

- Transit designed around the car
- 3,072 surface parking spaces
- Station opened in 2001
- Design precludes TOD
- Designated a Metropolitan Center
- Retrofit plan for station
 - All transit functions
 - Plus TOD



Take home lesson



5 Act TOD Morality Play

1. **Vision:** adopt citizen driven transit village plan
2. **Optimism:** TOD supportive developer plan
3. **Opposition:** citizens oppose density / trips
4. **Compromise:** lower density / more parking
5. **The Lesson:** result is fewer TOD benefits / lower developer return

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Old Towne TOD Plan
Arvada, Colorado

